

# **Metro 78 (LDA20-0066)**

## **(Dec 6, Public Hearing)**

### **Agenda items 3.25-3.28**

Community/Neighbourhood Speaker:

Dr. Spencer Proctor

Home Owner (15 years) and family of five in Belgravia

(adjacent to lane way near Metro78 proposal)

# Metro78 West buffer- *purpose and value*

The Metro 78 proposal requires a new N-S lane to be built between 'the development' and the adjacent single detached homes on the west.

It has purpose and value:

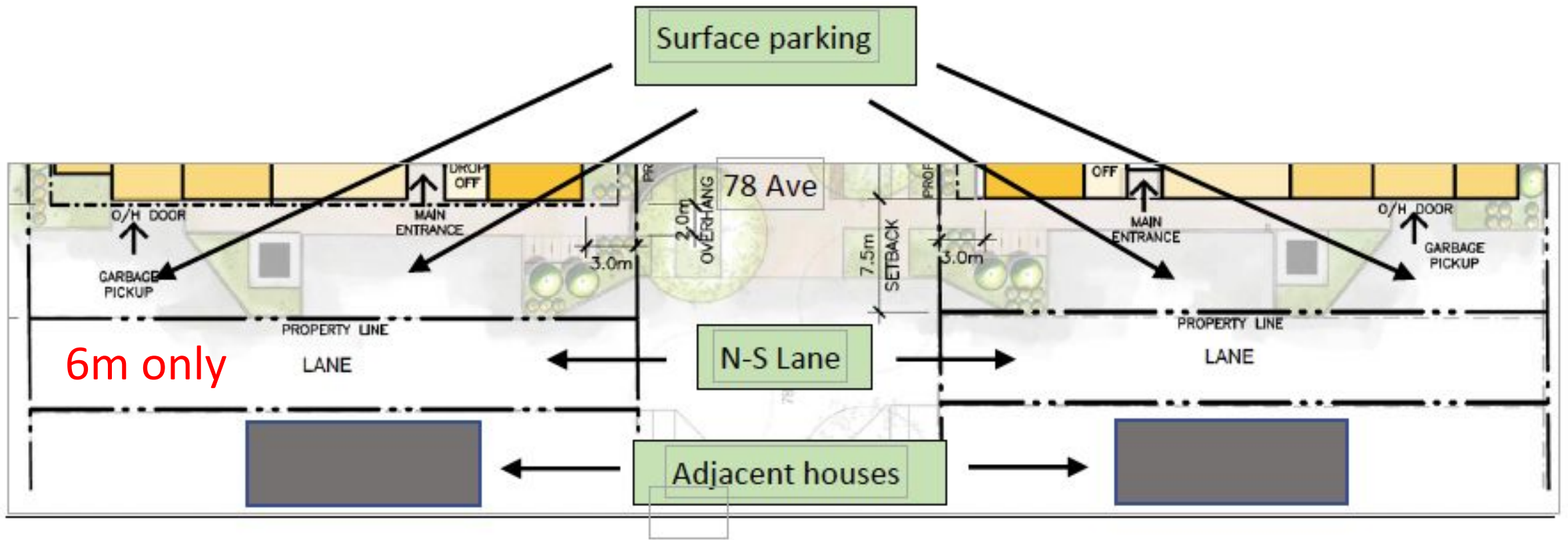
- **General vehicle access.** It will connect 78 Ave with the east and west back lanes to allow vehicles access to 115 St
- **Drive-aisle.** Provide access to the Metro 78 surface parking lot.
- **Emergency vehicle access.** Access for emergency vehicles.
- **Sufficient clearance from adjacent homes** (noise, damage, pollution from vehicles to fresh airtakes)

# Metro78 West buffer- *does NOT meet standards*

City Design Standards indicate 7.5m for this type of back lane (reverse back lane) to allow for fire trucks (Section 3.9 pg. 170).

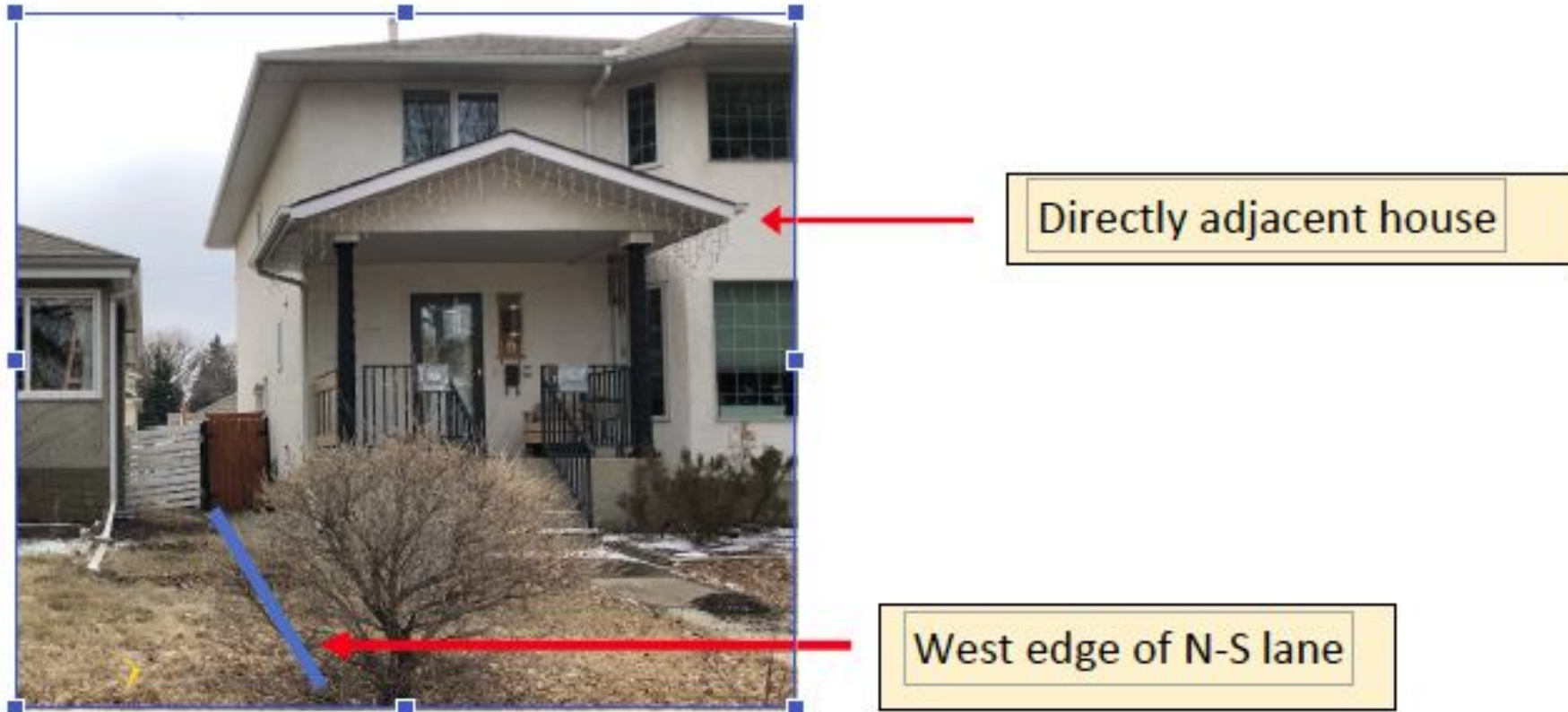
City Zoning indicates the drive aisle for a surface parking lot should be 7m (54.1.6.c).

*Current design has the N-S lane as 6m- without any justification?*



# Metro78 West buffer- *does NOT meet standards*

Proximity of adjacent housing to N-S lane is a concern for noise, damage, pollution from vehicles to fresh airtake(s).



# Metro78 West buffer- *request for landscape buffer denied*

Based on the proximity of family homes, community feedback requested a **landscape buffer** between the N-S lane and the single detached homes we suggested:

- *Reduce the 2m sidewalk to 1m to allow for a 1m buffer*
- *Reorient parking (horizontal) to provide additional space for a buffer*

However, the development team *would not consider* a landscape buffer. Instead, they said they would provide a fence, however there has been no follow up or confirmation.

# **Metro78 West buffer- *does NOT meet standards***

## **Questions to the City that remain unanswered:**

1. Why has a landscape buffer not been incorporated/considered given the proximity to adjacent homes?
2. Why is it acceptable for the N-S lane to only be 6m when it will also be used for emergency vehicles and a drive aisle (7.5m)?

## **Outstanding request from the community**

Provide a minimum 1m landscape buffer between the N-S lane and adjacent west homes (bring the lane to 7.5m). This will not substantially change the build form and allow for the development to meet standards and be conscious of the surrounding community.